

Amendments to the Specification:

The following listing of claims replaces all prior versions and listing of claims in the application.

Please replace the original paragraph [0070] with the following amended paragraph [0070]:

[0070] The spiral pulley 180 is shown in more detail in FIGS. 8-10. FIG. 8 shows a front perspective view of the pulley, the front side 182 being the side closest to the packs. The splined shank 184 on the front side of the spiral pulley engages the splined hub 186 of the elastomeric band member of the adjacent pack, which is described in greater detail below. FIG. 9 shows a side view of the spiral pulley 180 with the spiral track 188 for the cable defined therein. FIG. 10 shows a rear perspective view of the pulley, further detailing the spiral track and the aperture 190 to which the cable end 192 (see FIG. 1) is attached. The spiral track is designed in the spiral pulley to compensate for the non-constant (or non-isotonic) increasing load created by the elastomeric spring force, which occurs when the cable 54 is extended by the user. Without the spiral pulley, the load increases with the amount the cable is extended further by the user. The spiral pulley compensates to create a substantially flat constant load by increasing the moment arm (by increasing the diameter at which the cable is attached to the pulley to increase the leverage) as the cable is pulled outwardly during the exercise. Thus, the spiral pulley in combination with the resistance engine may comprise a means for providing a constant load to a user.

Please replace the original paragraph [0079] with the following amended paragraph [0079]:

[0079] The resistance engine 52 is pre-loaded to the desired load for the given exercise. The user can increase or decrease the pre-load as desired. The pre-loading action basically partially winds up the springs 209 in the packs 194 by rotating the shaft 208, as opposed to the above description of a load being used by rotating the packs relative to the shaft. Referring to FIGS.

13, 14 and 15, the pre-loading mechanism 80 or means for adjusting the load provided by the resistance engine is shown. The pre-loading mechanism 80 attaches to the foot end of the frame 42, adjacent the resistance engine 52. The mechanism mounts on the mounting brackets 74 and 76. The pre-loading mechanism is actuated by a crank arm 228 extending through the foot-end upright member 68 of the frame. The pre-load mechanism includes a gear-reduction train 230 having a primary drive gear 232 driving a slave gear 234, with the slave gear driving a worm-gear assembly 236. The crank is attached to a threaded drive shaft 238 that extends through the front upright member to the primary drive gear, which is positioned behind the front upright member and adjacent the worm-gear assembly. The primary drive gear 232 is engaged with the slave gear 234 which axis is attached to a shaft 240 that extends into the worm-gear assembly 236. The drive gear is larger than the slave gear to give the user a mechanical advantage in actuating the worm-gear assembly.